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## Comdr. Peary Gives His Plans to Assembled Geographers.

Com'r Peary announced to the geographers of all the world, when they were gathered in New York city for their international congress the other day, that he is going to make another dash for the north pole, using a ship he is having specially built for the purpose.

Very few Arctic or Antarctic expeditions have been made in specially built vessels and that is why so many have failed. Often light craft never intended for ice navigation have been used by explorers. Only two ships have been specially constructed for polar work within recent years—Nansen's Fram and the Discovery, now in the Antarctic sea with the "National British Expedition."

Most men experienced in Arctic exploration believe that Com'r. Peary has a good chance of reaching the north pole or at all events getting nearer to it than any man has yet gone. His wonderful perseverance, culminating in his reaching the most northerly point of Greenland has greatly impressed them.

Ad'l. Sir Lewis Beaumont, an Arctic explorer of renown, expressed the view of all his British colleagues when he said, after a paper had been read by Peary before the Royal Geographical society in London last November: "Com'r. Peary will go back to the Arctic with a knowledge of the work to be done and of the way to do it, which is unrivaled, and, therefore, if it is possible for him in his ship to reach the furthest point that has been reached by a ship—that is, Floberg Beach, 82 degrees and 27 minutes—I believe that with the courage which he has shown and with the help of those Eskimos who seem to be his very children, there may be a possibility of success. No one will be more glad of it than those who have been there and seen the difficulties to be overcome. No one will welcome the fact that he has reached the pole more than this audience, which comprises so many Arctic explorers."

**PEARY'S PLANS.**  
At this meeting of the Royal Geographical society, Peary gave what was probably his briefest and best summary of what he hopes to do. His words on that occasion have never been published, except in the official "proceedings" of the society. He said:

"My plan of campaign requires but a few words. It contemplates the utilization of the utmost efforts and fullest resources of the whale sound Eskimo; the use of dogs for traction power, a ship which shall drive me to the northern shore of Grinnell Land, and a refinement of the methods and equipments (the result of years of experience) which will enable me to cover the distance from Grinnell Land to the pole and back between early February and June.

"My Polar creed can be quickly stated. It contains three articles. It is held by many Americans besides myself, from that splendid, vigorous, typical American personality who stands at our head, down.

"(1) The north pole should be attained. As a matter of accession to geographical knowledge, as a matter of prestige, it is a prize worth the utmost effort. The struggle for it has been going on nearly four centuries. Its attainment will be the sign of man's final conquest of the globe. Its non-attainment is today a reproach both to our boasted civilization and our alleged abilities.

"(2) The only practicable route to the pole is the Smith sound route, offering as it does a land base 100 miles nearer the pole than any other route, a less actively moving ice pack, a wider base to which to return and a practicable and well-known line of retreat to lower latitudes in the event of mishap to the ship.

"(3) The attainment of the pole is peculiarly an object for American pride and patriotism. The North American world segment is our home, our natural, ultimate destiny. Its bounds are the isthmus and the pole. More than this, we want the pole because it is the pole, and because you, and we, and practically all the other civilized nations of the world, have been trying for it for nearly four centuries, and we have not got it yet, and because to win it will be the crown of those four centuries of effort and sacrifice and splendid heroism."

Naturally an audience of British Arctic explorers could hardly endorse Peary's third proposition; but they cheered him until they were hoarse. Grave scientists and gray-headed admirals were so worked up by the enthusiasm that they behaved like school-boys.

**A QUESTION OF MONEY.**  
Although hundreds of expeditions have tried to reach the north and south poles, and have always failed, Arctic and Antarctic explorers with few exceptions believe that the poles can be reached. They say that the whole question is one of money, assuming of course, that the leader is a well qualified and experienced man, like Peary or gallant Captain Sverdrup of the Fram.

Nansen only obtained \$125,000, mostly from the Norwegian government, with which to build the Fram and equip her for the drifting expedition which landed him "farthest north." When Captain Sverdrup took the Fram on her second polar expedition—1898-1902—he only asked his government for \$7,225, which was granted. Axel Heiberg and the Ringnes brothers, patriotic Norwegians, put up the rest of the money, some \$50,000 or 50,000. With this comparatively small sum Sverdrup carried out one of the most successful Arctic expeditions in recent years.

Peary has said in effect, "Give me \$500,000, and I will reach the pole." Nansen declared that there was a certainty of reaching the pole if the leader of an expedition could have unlimited

## A WAYSIDE TEMPLE IN INDIA.



Scattered along the roads of India are innumerable half-deserted temples under the care of a holy man, who supplies the casual passer-by with reeds and nuts to feed the inquisitive monkeys that come trooping down from the neighboring jungle.

—Black and White.

funds at his command. Other Arctic explorers have said the same thing. There has probably not been a polar expedition in which the leader has had everything that he wanted; he has always been obliged to go with the best ship and the best equipment he could afford, not with the best that money could buy. And because of his lack of funds, he has usually been obliged to make what is termed "a dash for the pole," instead of advancing, by a series of expeditions and relief expeditions, from one base to another and leaving depots of stores and provisions all along his route.

### THE "DISCOVERY."

Probably the best equipped expedition that has engaged in polar work in recent years is the British national expedition now in the Antarctic on the "Discovery." A private individual gave \$125,000 towards it, the British government \$225,000, and learned bodies about \$100,000. A ship was built for the purpose, and "so far as human foresight could provide, nothing was wanting to secure success when she sailed."

The consequence of this large expedition is that the "Discovery" has done better work than has ever been done before in the Antarctic. She has reached the farthest point south, 82 degrees, 17 minutes, outlasting the German, Swedish and Scottish expeditions which went out about the same time. There was no particular desire in this case to reach the south pole, the object of the expedition being strictly scientific.

Since 1886, when the present "boom" in Arctic and Antarctic exploration began, there have been a far greater number of expeditions into the polar seas than the general public has any idea of. Some of these expeditions set forth with a great flourish of trumpets and were much written about in the newspapers, but the achievements of others are known only to the geographical societies and others learned bodies specially interested in the subject.

Everybody has heard of Nansen and Peary, Walter Wellman and the Duke of the Abruzzi; but other explorers have done equally good work without getting a title of their fame. And the roll of the men who have made a dash for one or other of the poles during the past few years shows that no one nation leads the rest in this adventure. Americans, Englishmen, Danes, Russians, Swedes, Belgians, Norwegians, Frenchmen, and Italians have all competed for the prize of victory. Even South America has taken a hand. The Argentine government recently sent a ship into the Antarctic to rescue Dr. Otto Nordenskjöld, whose vessel was crushed in the ice.

### MANY HAVE HAD A TRY.

Here are the names of only a few of the men who have done good work in

the Arctic and Antarctic since 1896: Sir Martin Conway, the explorer of Spitzbergen; A. Trevor-Battye, of Kogues fame; Dr. J. W. Gregory and Mr. Garwood, whose work has been geological; H. E. Conway, an English artist, who has gone out with expeditions to paint Arctic scenes and won fame by the striking canvases he brought home; F. S. Jackson of the Jackson-Harmsworth expedition, who discovered a new sea and called it after the late Queen Victoria; Arnold Pike, a daring Englishman who took his small yacht into the eternal ice above Spitzbergen in 1897 and corrected all the maps of the region, striking off islands which did not exist; Lieutenant Andrup, the Dane who explored the east Greenland coast up to 72 degrees N. Lat.; Captain Tikhon of the trading ship "Naranga," who proved the practicability of the new Siberian sea route from Russia to the far east; Lieutenant De Gerlache, a Belgian, who went to the Antarctic some years ago with a small, badly equipped expedition; C. E. Borghesvink, another Antarctic explorer; Professor Neumayer, who led a German expedition on a dash to the south pole; Dr. K. J. V. Steenstrup, a Dane; Dr. A. G. Nathorst, a Swede, who conducted an Arctic expedition in a ship called the Antarctic, and was the first to circumnavigate Spitzbergen; Herr Theodor Lerner, the German explorer of the King Charles Islands; M. Standen, a Swede, who failed to find the lost balloonist, Andre; Baron von Toll, the Russian nobleman, who has devoted his large fortune to Arctic exploration; Captain Stakken, an Italian, who went out to look for the missing members of the Duke of the Abruzzi's expedition; Dr. J. Hjort, a Norwegian friend of Nansen; Bude and Bauendahl, two German commanders; Herr Erich von Dryadski, leader of a German expedition to the Antarctic, to co-operate with the great English expedition in the ship "Discovery." Dr. Otto Nordenskjöld, who led a Swedish party into the Antarctic to work with these German and English expeditions; W. S. Bruce, who has taken a "national Scottish expedition" to the Antarctic in rivalry with the English one, and Captain Amundsen, who led a small expedition from Christiania last June to determine the position of the north magnetic pole.

Here are over two dozen distinct expeditions, but they by no means exhaust the list of recent efforts in the Arctic and Antarctic. There are many small parties constantly going north and south with hardly any equipment, and seemingly not the slightest chance of success; but sometimes they do wonderful work.

**A REMARKABLE EXPEDITION.**  
One of the most remarkable of these

little expeditions was led by a Mr. Stein in 1900. There were only three men in the party, and they were very poorly provisioned; but when they landed at Dundee, Scotland, in November, 1901, after nearly a year in Arctic, they were able to report that they had explored many hitherto unexplored portions of Ellesmere Land, and gone further north than many explorers whose fame is world wide.

Buendahl, a daring German, took an ordinary North Sea fishing smack, manned by eight men, up into the eternal ice and made some remarkable nothing. Although he broke no record, he did a great deal of valuable geographical work with his poor equipment and resources.

Arctic and Antarctic explorations have had many martyrs in recent years. The missing members of the Duke of the Abruzzi's party were never found, although an expedition was sent out to look for them. Dr. Euzensperger, a member of the recent German Antarctic expedition, died on Kerguelen Island of beri-beri last year. All hope that Andre, the balloonist, is alive has been given up. The death of Leonidas Hubbard of starvation in Labrador is fresh in the memory of newspaper readers. These are only a few cases out of many.

At the present time fears are entertained that at least two expeditions have been lost. One is that taken to the Antarctic by Lieut. De Gerlache; the other is Baron von Toll's expedition to Bennett Land. De Gerlache has not been reported for three or four years; von Toll, not since July 19, 1902. A relief party was sent out for the latter, but it failed to find him.

### LACK OF FUNDS.

The loss of an Arctic expedition is usually to be attributed to lack of funds for proper equipment, for relief parties and for the establishment of depots of provisions. Although good work has been done by small, badly equipped parties like those of Stein and Bauendahl, it is nevertheless true that "money talks" in the matter of polar exploration as well as in most other things.

"Give me your millions to play with and I will give you either the north or the south pole, whichever you prefer," says the polar explorer to the millionaire, but the millionaire does not respond as generously as the explorer would like, and consequently the poles remain unmarked on the maps.

Peary's expedition will, however, be one of the best equipped that has ever sailed north. He says he is confident he will get the money he needs. He may not reach the pole, but he will have an excellent chance of doing so. If he fails, some future expedition, with an even larger sum of money at its command, will surely succeed. That is the judgment of nearly all geographers who have studied the subject, and of explorers who have had practical experience in the Arctic.—Washington Star.

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